What is claimed is:

1. A ferritic stainless steel sheet for fuel tanks and fuel pipes comprising, by mass percent: about 0.1% or less of C; about 1.0% or less of Si; about 1.5% or less of Mn; about 0.06% or less of P; about 0.03% or less of S; about 1.0% or less of Al; about 11% to about 20% Cr; about 2.0% or less of Ni; about 0.5% to about 3.0% Mo; about 0.02% to about 1.0% V; about 0.04% or less of N; at least one of about 0.01% to about 0.8% Nb and about 0.01% to about 1.0% Ti; and the balance being Fe and incidental impurities.

2. The ferritic stainless steel sheet according to Claim 1, wherein the ferritic stainless steel sheet has a ridging height of about 50 μm or less at a 25% deformation in uniaxial stretching.

3. The ferritic stainless steel sheet according to Claim 1, wherein a lubricant coat comprising an acrylic resin, calcium stearate, and polyethylene wax is coated and baked on at least one surface of the ferritic stainless steel sheet in a coating amount of about 0.5 g/m^2 to about 4.0 g/m^2.

4. The ferritic stainless steel sheet according to Claim 2, wherein a lubricant coat comprising an acrylic resin, calcium stearate, and polyethylene wax is coated and baked on at least one surface of the ferritic stainless steel sheet in a coating amount of about 0.5 g/m^2 to about 4.0 g/m^2.

5. A fuel tank comprising the ferritic stainless steel sheet according to Claim 1.

6. A fuel pipe comprising the ferritic stainless steel sheet according to Claim 1.

7. The ferritic stainless steel sheet according to Claim 1, wherein the ferritic stainless steel sheet has an r-value of at least about 1.5.

8. A method for making a ferritic stainless steel sheet for fuel tanks and fuel pipes, comprising the steps of:

rough-rolling a slab comprising, by mass percent, about 0.1% or less of C, about 1.0% or less of Si, about 1.5% or less of Mn, about 0.06% or less of P, about 0.03% or less of S, about 1.0% or less of Al, about 11% to about 20% Cr, about 2.0% or less of Ni, about 0.5% to about 3.0% Mo, about 0.02% to about 1.0% V, about 0.04% or less of N, at least one of about 0.01% to about 0.8% Nb and about 0.01% to about 1.0% Ti, and the balance being Fe and incidental impurities;

hot-rolling the rough-rolled sheet under a linear pressure of at least about 3.5 MN/m at a final pass in the finish rolling;

cold-rolling the hot-rolled sheet at a gross reduction rate of at least about 75%, the cold-rolling including one rolling stage or at least two rolling stages including intermediate annealing; and

annealing the cold-rolled sheet.

9. The method according to Claim 8, wherein the hot-rolled sheet is subjected to hot-rolled sheet annealing according to the following equations, cold rolling, and finish annealing:

$$900 \leq T + 20t \leq 1{,}150 \text{ and } t \leq 10$$

wherein T is annealing temperature (°C) and t is holding time (minutes).

10. The method according to Claim 8, wherein a lubricant coat comprising an acrylic resin, calcium stearate, and polyethylene wax is coated and baked on at least one surface of the hot-rolled or annealed hot-rolled sheet in a coating amount of about 0.5 g/m^2 to about 4.0 g/m^2.

11. The method according to Claim 9, wherein a lubricant coat comprising an acrylic resin, calcium stearate, and polyethylene wax is coated and baked on at least one surface of the hot-rolled or annealed hot-rolled sheet in a coating amount of about 0.5 g/m^2 to about 4.0 g/m^2.

12. A fuel tank comprising a ferritic stainless steel sheet made from the method according to Claim 8.

13. A fuel pipe comprising a ferritic stainless steel sheet made from the method according to Claim 8.